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CLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALS ONLY

COUNTRY Yugoslavia

REPORT NO.

TOPIC Airfield of ZIMON

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 8 September 1949

REFERENCES

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PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This document is hereby regraded to
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letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
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NO CHANGE in Class ☐

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SOURCE

1. The ZIMON (W 17°N 28) airfield had a large number of buildings, barracks, and hangars. Ammunition bunkers were built into a ridge north of the airfield. The surrounding terrain was flat. The only flight obstacles were the masts of a radio station, 2.5 miles from the field, and two 130-foot factory smokestacks of the "Ikarus" Aircraft Plant. The field was used for commercial and military purposes.

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 who had built several Yugoslav airfields, it was one of the largest and best equipped airfields in Yugoslavia. In addition to the military administration there was a civilian administration and a permanent Soviet supervisory commission. The latter was also in charge of a large transmitting and receiving station, equipped with the latest sets, which was located at the town border of BELGRADE.

a. The landing field, with a rolled grass surface, was expanded three times to a final length of 9,000 feet and a width of 1,850 feet. A new drainage installation was completed by late March 1949. The concrete runway, extending along the entire landing field, terminated in a taxiway which ran in front of the two hangars, the repair hangar and the flight control station on the northwestern edge of the field. Hangar I, a steel structure, was 50 x 100 x 680 feet; hangar II, a corrugated sheet metal hangar of German make, was 40 x 100 x 250 feet. Two more hangars had been destroyed and the debris removed.

b. All workshops, the foundry, the locksmith's shop, and the small smelting furnace were being equipped with novel machines of German make by German engineers. This activity was, however, greatly hampered by the scarcity of skilled workers, spare parts and machine parts. Because of the lack of spare parts numerous aircraft could not be repaired for days. German specialists repeatedly declared that the entire work would come to a standstill unless Soviet or German material and spare part deliveries arrived.

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2. The airfield had boundary lights, alternating red and white runway lamp, and red obstacle lights (lamps on radio masts of the Harnus Plant).
3. Three large searchlights were in operation. The telecommunication center, including the teletype and telephone stations, was housed in the flight control station where all cables and lines terminated. The weather station was housed in the tower of the same building. Some 20-mm antiaircraft guns were emplaced to the west, near a gardener's establishment. Four 80-mm antiaircraft gun emplacements were located on the mountain slope to the north, above the ammunition bunkers.
4. There was very heavy flying with commercial aircraft and regular trainers. With the exception of Croats and Yugoslavs who had formerly been trained in the German Air Force, most flight instructors were Soviets. Accidents frequently occurred. Three former German He-109 fighters were seen crashing in one day.
5. A former German Air Force first lieutenant (a Croat) was CO of the pilot school. But there were still Soviet instruction officers in March 1949.
6. The flying school comprised 600 trainees. Two thousand air force recruits were quartered in the barracks. Twenty-five to thirty aircraft of the following types were assigned to the flying school: IL-2s, Yaks, Me-109s, Ju-52s (used as transport aircraft and for parachuting), twin-engine "Douglas", some biplanes of Soviet make, two "Henschel" biplanes, one "Fieseler Storch", and two "Taifun" sports planes.

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Comment: Report generally confirms the statements made
The runway is

4,800 feet long.

According to this report, Soviets were apparently still stationed at the field in March 1949.

According to previous reports, a flying school is located at the field. This assumption is supported by the various aircraft types parked at the airfield.

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